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# Oration

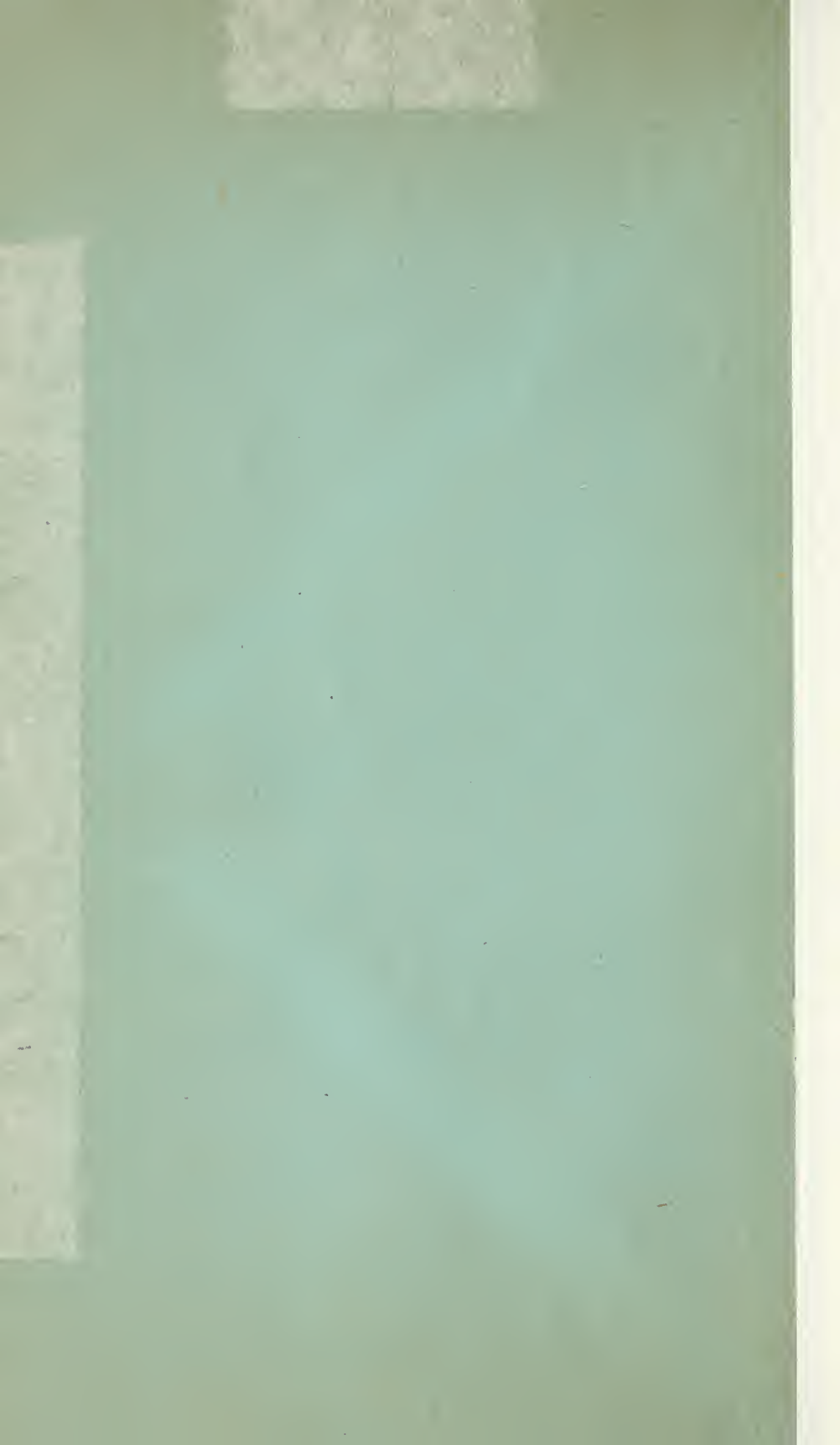
on

## Perry's Victory Day

at the

Centennial of Cleveland,

Ohio.



# ORATION

DELIVERED AT

## THE CENTENNIAL CELEBRATION

OF

### CLEVELAND, OHIO,

ON

### PERRY'S VICTORY DAY, SEPTEMBER 10, 1896,

BY HIS EXCELLENCY

CHARLES WARREN LIPPITT,

GOVERNOR OF THE STATE OF RHODE ISLAND  
AND PROVIDENCE PLANTATIONS.

1896

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## PERRY'S VICTORY.

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Interest in one's birthplace is natural to the human race. Surroundings that become familiar to us in childhood maintain their hold upon our affections in later life. Love of home constitutes one of the strongest motives for human action. If its environments constitute in themselves a name, a body corporate, of which the home forms a constituent part, the affection for the latter extends itself to its surroundings. For the state or the nation of which we form a part, similar sentiments are entertained.

The anniversaries now occurring in many parts of the country furnish admirable opportunities for the examination of the results of generations of effort. To recall the services of patriots in behalf of the community, in peace and in war, educates the present generation for similar emergencies. Attention is drawn to what has already been accomplished. Comparison is made with the results secured by neighboring communities. What has been gained inspires the desire for greater advantages. A community extending its influence to distant parts of the earth awakens a natural pride on the part of its units. The power of the Eternal City caused the announcement "Civis Romanus sum" to stand for ages as a guaranty of

consideration and protection throughout the civilized world.

It was a happy circumstance that caused the settlement of the Western Reserve upon the nation's birthday. With true American spirit the little band of pioneers, under the leadership of Moses Cleaveland, celebrated that to them important fourth of July. Toasts indicating thankfulness for the past and hope for the future were announced in the customary manner. Good punch was provided. The President of the United States was remembered, in accordance with time-honored custom. Port of Independence they named Conneant, the place where the celebration was held. "May the Port of Independence and the fifty sons and daughters who have entered it this day be successful and prosperous," they hopefully offered. "May these sons and daughters multiply in sixteen years sixteen times fifty," again expressed their anticipations. It is recorded that after the celebration, notwithstanding the effect of the punch, they retired in good order.

Ohio in 1810 had a population of 230,000. Her people were subject to all the hardships of a frontier life, bordering upon a territory held by a savage race. Unable to accommodate themselves to the system of the white men, brave and determined as they had often proved themselves, the Indians had no alternative but to fight for an inferior civilization. There could be but one end to such a conflict. Bravely as it was maintained by the savage, it was inevitable that he should perish with his institutions. While the conflict continued, however, it subjected the frontier to deeds of horror that rendered far more terrible the strug-

gle that the early settlers were forced to maintain against nature.

At the opening of the war of 1812, the efforts of the country were at once directed toward an invasion of Canada. The necessity of controlling the water communications furnished by the lakes was not perhaps fully appreciated by the government at Washington. Hull was placed in command in Michigan and attacked the Canadian frontier. His defeat, and the surrender of Detroit and the territory of Michigan, astounded and inflamed the country. It permitted the savage allies of the English to attack the settlers of Michigan, and exposed the entire frontier to their inhuman warfare. The invasion of our own country by the English and the Indians overcame in many cases such resistance as could be offered, and carried death and desolation to many homes. Tecumseh had brought to the conflict all the resources of his savage and commanding mind. The defeat at the River Raisin had been turned into a massacre. Colonel Proctor, violating the terms of the capitulation, abandoned the wounded Americans to his Indian allies. The savages tomahawked some of the wounded and set fire to the buildings where others had been placed. Their yells and laughter were the only replies to the shrieks of their burning victims. The best blood of Kentucky was sacrificed to the fury of the Indians. A relative of Henry Clay was among the victims. One officer was scalped in the presence of his friends. Rising upon his knees, with blood streaming from his wound, he helplessly gazed upon their faces. An Indian boy was directed by his father to tomahawk him.

Not strong enough to accomplish the deed, his repeated blows only drew faint moans from the wounded man. A blow from the savage father, to exhibit how it should be delivered, ended the tragedy. The cry for vengeance that arose from Kentucky and the neighboring frontier found its satisfaction on another occasion.

The savage hate entertained by Tecumseh for the Americans inspired him to unite the Indians of the entire frontier in an organized effort to turn back the tide of immigration that was rapidly taking possession of their lands. With the intelligence and energy of a more civilized man, he traveled nearly a thousand miles through the wilderness to bring the Creeks and the other tribes about the southern frontier into the alliance. The scenes enacted on the northern frontier were duplicated, with perhaps increased horror, in the south. The influence of England made itself felt in the Spanish possessions of Louisiana. England's assistance in freeing Spain from the French invasion justified Spanish aid to England in America. The capture of Mobile by Wilkinson furnished evidence of the efforts of the Spanish and English to inflame the savages of the southern frontier. Aided by these efforts, Tecumseh succeeded in drawing the Creeks into his combination. At the capture of Fort Mimms on the Alabama, which had become the refuge of many frontier families, the horrors perpetrated by the savage foe can never be adequately conveyed in language. The mutilation of bodies and the violation of women marked the scene. The frontier from north to south was open to the incursions of a savage and relentless foe. The successful defence of Fort Meigs by

Harrison, and of Fort Stephenson by Croghan, constituted some offset to these disasters. This war was not between a savage and a civilized nation. The parties to it were primarily two peoples speaking the same language, of the same general characteristics, and within a comparatively few years united under one government. That England should have called to her aid in such a conflict her ferocious allies cannot be contemplated save with exasperation and horror. It marks a page in her history to be remembered only with shame and regret.

In such circumstances, Captain Oliver Hazard Perry was ordered to this region to create a suitable fleet, and with it obtain the command of Lake Erie. He brought with him from Rhode Island about 150 men. They had been trained under his direction on the waters in and about Narragansett Bay, and had volunteered to accompany him to Lake Erie. The different detachments left Newport in February, 1813, and in March reached Erie.

The advantage of the control of the lake was largely a matter of transportation. Previous to 1818 no regular communication existed with this portion of Ohio and with Detroit. Stage routes were first established in these sections in that year. Without good roadways the cost of transportation is tremendously increased. James, in his *Naval History of Great Britain*, states: "that every round shot cost one shilling a pound for the carriage from Quebec to Lake Erie, that powder was ten times as dear as at home, and that, for anchors, their weight in silver would be scarcely an overestimate." To transport, therefore, a 24-pound shot from Quebec to Lake Erie, at the time men-



tioned, would cost six dollars. Similar difficulties existed on the American side of the lake. It was claimed that to transport a cannon to Sackett's Harbor at this period cost a thousand dollars. The cost of transporting provisions to a small detachment of Harrison's forces in the northwest would in present circumstances supply a considerable army. Transportation by water was greatly less in cost and much quicker in time. Facilities of transportation, therefore, in the warlike operations around Lake Erie in 1813, were sufficiently important to determine the question of success or failure. English control of the lake in 1812, and the principal part of 1813, enabled them to attack such points of the American shore as they might select. Their approach could not be foreseen. The uncertainty of their appearance necessarily alarmed the entire American shore. The English, knowing the point of attack, could concentrate their forces. Want of this information obliged the Americans to divide their armies. The English shore was practically free from American attack, as the lake intervened. The shortest line of transportation also secured the quickest and most certain means of information. English control of the lake during the first part of the war handicapped the offensive and defensive operations of the Americans. It is difficult, therefore, to overestimate in such circumstances the importance of the command of the lake.

The many difficult and annoying circumstances attending the construction of a fleet in the wilderness furnished an opportunity for the energy, perseverance and determination of young Perry. Buffalo, Philadelphia, Pittsburg and other points were called upon for supplies. Carpenters, black-

smiths, guns, sails, rigging and iron were urgently needed. To hurry forward mechanics and supplies, Perry journeyed to Pittsburg. The resources of the immediate neighborhood were taxed to the utmost to supply many unaccustomed articles necessary to the construction of vessels of war. The work was pushed with the utmost speed.

On the 23d of May, Perry learned that Commodore Chauncey, on Lake Ontario, was to attack Fort George. The Commodore had promised him the command of the sailors and marines on this occasion. He at once started in an open boat for Buffalo. After a journey of great inconvenience, he succeeded in reaching Commodore Chauncey and in taking part in the expedition. Chauncey was particularly pleased with Perry's arrival, and observed, "No person on earth at that particular time could be more welcome." His professional knowledge was of great assistance in the landing of the troops, and his example inspired the men with confidence. In his official report Commodore Chauncey said of Perry's services: "He was present at every point where he could be useful, under showers of musketry, but fortunately escaped unhurt."

The capture of Fort George enabled Perry to move into Lake Erie five small vessels which had been blockaded at Black Rock by the enemy. They had to be dragged against the current of the Niagara River by oxen, seamen, and a detail of two hundred soldiers. After a fortnight of difficulty and fatigue he succeeded in getting the little squadron into Lake Erie. These vessels were much too small to contend with the enemy's forces then upon the lake. By good fortune, however, he eluded the English and reached Erie

on the evening of the 18th of June, shortly before they appeared.

Finally the two brigs, which had been named the *Lawrence* and the *Niagara*, were completed, and everything was in readiness to cross the bar at the mouth of the harbor. The English had watched the construction of the American vessels and made various efforts to accomplish their destruction. To attempt the passage of the bar in the face of the enemy's fleet would have been extremely hazardous. Unexpectedly, about the first of August, the English fleet disappeared from the neighborhood of Erie. It is claimed that the absence of the English was to enable Commodore Barclay and his officers to attend a public dinner in Canada. The commodore is said to have remarked, in reply to a complimentary toast: "I expect to find the Yankee brigs hard and fast on the bar at Erie, when I return, in which predicament it will be but a small job to destroy them." This circumstance furnished Perry his opportunity. He hastened by every means in his power the lifting of his heavy vessels over the bar. Camels, large wooden scows, had been provided to assist in this purpose. The guns of the *Lawrence* were hoisted out and placed in boats astern. With much difficulty the vessel was lifted into deep water on the lake side of the bar. The *Niagara* was still on the bar when the enemy's fleet appeared in the offing. Extra exertions succeeded shortly after in getting her into the deep water of the lake. Perry's fleet as then constituted was more powerful than that under Barclay's command.

Commodore Barclay viewed with astonishment the American fleet safely floating upon the waters of the lake, and,

realizing that his supremacy for the time being was gone, sailed away to await the completion of the Detroit, then under construction at Malden. The command of the lake had passed from England to America.

In response to Perry's urgent appeals to the authorities, he received on the 9th of August, about one hundred officers and men under the command of Captain Jesse D. Elliott. This addition to his force enabled him to man the Niagara, which was placed under the command of Captain Elliott. At once taking the initiative, Perry sailed up the lake to cooperate with General Harrison.

It is interesting to note how quickly the control of the lake gave the Americans the advantage. Perry's mere presence upon Lake Erie with his then superior squadron forced the English fleet into port, enabled him to join the American land forces and to assume the offensive with safety. The American rendezvous at the head of the lake was at Put-In-Bay. On the 19th of August, Harrison visited Perry on his flag-ship. The subsequent time was occupied in training his men, and in short cruises in the effort to bring the enemy to battle. Many of his men were sick. Perry himself had been stricken with lake fever, and for a time was confined to his cabin. Under the care of Dr. Usher Parsons, the surgeon of the Lawrence, after a week's illness, he partially recovered. His indisposition retarded somewhat the operations of the fleet.

The control of the lake again asserts itself with remarkable force at this time. Barclay was not ready to fight. General Proctor's army, however, then at Malden, was in

urgent need of provisions and supplies. Land transportation between Long Point, the English supply station, and Malden, was such that Proctor's army could not be provided by that line. It became necessary, therefore, to open communication between Malden and Long Point by the lake, even at the risk of an engagement. Information of the condition of the English Commissary department had reached Perry at Put-In-Bay, about September 5th, and he expected the arrival of the English fleet.

His captains were carefully instructed in his order of battle. On the evening of the 9th of September, the commanders of the American fleet were summoned aboard the flag-ship, and written instructions given to each for his conduct during the expected engagement. As the conference broke up, the Commodore, to impress the intent of his orders upon them, and to cover the uncertainties of naval actions, referred to the words of Nelson, upon a similar occasion, and gave as his final directions: "If you lay your enemy close alongside, you cannot be out of your place."

Early in the morning of September 10th, 1813, the cry of "Sail Ho!" from the mast-head of the *Lawrence*, indicated the approach of the English fleet. The day was warm and pleasant. The wind was light from the southwest. Promptly the American fleet was got under way and moved out from the islands. The position of the two fleets gave to the English the advantage of the weather-gage. Perry's anxiety to force an action, however, induced him to waive the advantage of position, and to take the shortest course to the opposing fleet, even at the risk of losing this tactical advantage. During the morning, an eagle



hovered in slow, majestic flight over the American squadron, gazing down at the unusual scene below. The presence of the chosen emblem of America, could not fail to inspire men about to battle for their country. A little after 10 o'clock the American fleet was formed in line, the Niagara in the van. Calling his crew about him, Perry, in a few sentences, referred to the last words of Captain Lawrence, and displayed a blue flag upon which had been formed in white letters, "Don't give up the ship." Upon being hoisted as the signal for battle, it was received with cheers by the crews of the different vessels. The cheering brought on deck several of the sick. One of them, Wilson Mays, of Newport, Rhode Island, was ordered below by one of the officers, with the remark, "You are too weak to be here." "I can do something, sir." "What can you do." "I can sound the pump, sir, and let a strong man go to the guns." Mays took his position by the pump, and at the end of the fight was found at his station with a ball through his heart.

As the American squadron slowly approached the English fleet, a sudden change in the wind gave them the advantage of the weather-gage. The breeze was light, and the squadron made hardly more than three knots an hour. A change in the disposition of the English vessels, that was noticed as the fleets approached each other, caused Perry to change his own order of sailing, and to place the Lawrence in position to bring her opposite the Detroit. In the English fleet were six vessels, in the American nine. The tonnage of the American fleet was 1671 tons, of the English 1460. The English had 63 guns, the Americans

54. In long guns, the English had 33, the Americans 15, while in carronades the Americans had 39, the English 30. In weight of metal to a broadside the American squadron is claimed by some authorities to have been considerably heavier than the English. In number of men the two squadrons were not materially different.

A large proportion of the Rhode Islanders who had followed Perry to the lakes were present upon the different vessels of the squadron. He had also received a number of volunteers from the inhabitants of the lake shore, and a contingent from Harrison's army consisting largely of Kentuckians. Although many of these men had never seen a man-of-war before, and fought upon an unusual element, they rendered most excellent service. The crews of Barclay's squadron were made up in largely the same way,—a number from the inhabitants of the Canadian shore of the lake, another contingent from the regular English regiments in the neighborhood, and the balance regular seamen.

Perry's line of approach to the English squadron brought the *Scorpion*, the *Ariel* and the *Lawrence* first into action. It began about noon by a gun from the *Detroit*. Eager to bring his enemy to close quarters, Perry forced the *Lawrence* ahead as rapidly as the wind would permit. The English concentrated their efforts on the flag-ship, and as she approached their line the *Lawrence* suffered severely. The *Niagara* did not bear down upon the *Queen Charlotte*, in accordance with the directions of the Commodore, but was maintained at such distance from the English vessel as to enable the *Queen Charlotte* to turn her battery upon

the Lawrence. In consequence, the heavy vessels of the English squadron gave undivided attention to the American flag-ship. Gun after gun was dismantled. Man after man fell dead to the deck or was carried wounded below. Lieutenant Brooks, son of a late Governor of Massachusetts, a man of remarkable physique and great manly beauty, was struck in the hip by a cannon-ball and suffered such agony as he lay on the deck that he called upon the Commodore to kill him. Upon being taken to the cockpit and learning the impossibility of his recovery, he repeatedly inquired how the battle was going, and hoped that the Commodore would escape uninjured. He died before the end of the action. The Lawrence was so shallow that it had been impossible to place the cockpit below the water line, and the wounded were only a trifle less subject to danger than when in their stations on deck. Midshipman Lamb went below with his arm shattered. His wound having been dressed by Surgeon Parsons, he was directed to go forward and lie down. While the surgeon's hand was upon him, a cannon-ball dashed him across the cockpit and killed him instantly. Lieutenant Forest was struck by a spent ball and fell stunned at Perry's feet. Lieutenant Yarnall was badly wounded in the scalp; and with blood flowing over his face went below for treatment. The enemy's shot had torn the hammocks that had been filled with reed or flag tops, and the cotton-like substance from these cat-tails floated through the air like feathers. It caught upon Yarnall's blood-stained head and gave him much the appearance of an owl. Upon shortly going below to have another wound

treated, his appearance caused some of the wounded to shout with laughter that the Devil had come among them. This gallant officer later in the action, his face horribly disfigured by a splinter that had been driven through his nose, in addition to his other injuries, notified the Commodore that every officer in his division had been disabled, and asked for assistance. The Commodore had no other officers to detail, and Yarnall was obliged to fight his battery as best he could. One of the guns was somewhat out of order, and Perry approached to aid in correcting the difficulty. The captain of the gun chanced to be one of the Constitution's old men, and had drawn himself up with a manly air in the act of firing when a heavy cannon-shot passed through his body, and he dropped dead at Perry's feet. Young Alexander Perry, only twelve years of age, had two musket-balls pass through his hat, and was laid senseless on the deck by a splinter.

At the commencement of the action six men had been detailed to the cockpit to assist the surgeon. After the battle had been raging an hour and a half, Perry, with a countenance perfectly calm, and in an ordinary voice, as though upon every-day duty, called through the cockpit skylight, "Doctor, send me one of your men." At once one of the surgeon's assistants went on deck to assist in fighting the vessel. In a few minutes the Commodore repeated the call, and was obliged to follow it at short intervals with others, until the six men were on deck and the surgeon left alone to care for the wounded. Soon after, in the same calm tone, Perry called through the skylight to know if any of the wounded could pull a rope. At once

several of those slightly injured crawled upon deck to aid in continuing the battle. The injury to the Lawrence had somewhat opened the planks of the deck, and in several instances small rivulets of blood flowing from those above fell upon those in the cockpit below. Every gun but one had been dismounted. Out of his entire effective crew only fourteen were left uninjured. With the assistance of the chaplain and the purser, Perry himself succeeded in loading and firing the last gun. The condition of the Lawrence rendered further offensive operations impossible. The approach of the Niagara, at this time practically uninjured, enabled the young Commodore to take that momentous step that changed defeat into victory. His passage in an open boat over the bullet-thrashed waters of the lake from the Lawrence to the Niagara at once changed the aspect of the battle. A short conference with her commander, variously reported by different witnesses, ended in Perry's at once assuming command of the vessel, and in sending her commander to bring up the small vessels astern. Radically changing her course, and signalling the other vessels of his squadron for close action, he directed the Niagara toward the English line. With guns double-shotted he passed between the Queen Charlotte and the Detroit on the one side, and the vessels near the head of the English fleet on the other. At half pistol shot these vessels, which had become partly unmanageable in consequence of their injuries, were raked with terrible effect. In about fifteen minutes after Perry assumed command of the Niagara the Queen Charlotte surrendered. Her example was soon followed by the larger English



vessels. Returning to the *Lawrence*, upon her blood-stained decks, amid his dead and wounded companions, he received the formal surrender of the English fleet. The English officers picked their way among the dead and wounded to the quarter-deck, and offered their swords in token of submission. Perry requested them to retain their side arms and extended to his captives every consideration. The loss in the English squadron had been 41 killed and 94 wounded, according to Commodore Barclay's report. The first and second in command of each of the English vessels had been killed or disabled. In the American fleet 27 were killed and 96 wounded. Of this number 22 had been killed and 61 wounded on the *Lawrence* alone, out of her total crew of 101 effective men. A loss of 83 men, over 82 per cent., in killed and wounded, exhibits the terrific character of the struggle on the flag-ship. Never before in a naval action, except where the defeated vessel has been sunk with all on board, had the percentage of loss equalled that on the *Lawrence*. Two of the English vessels, the *Little Belt* and the *Chippeway*, sought safety in flight. They were pursued by the *Scorpion* and the *Trippe*, captured and brought back to the fleet. Sailing-master Champlin of the *Scorpion* fired the first gun on the American side in opening the action, and in bringing-to the *Little Belt* he also fired the last gun. The capture of the English fleet was complete. It was one of the few squadron engagements in which any portion of the navy of the United States had been engaged. It was also the first time an entire English fleet had ever been surrendered.

Literally could Perry report, "We have met the enemy and they are ours."

The part taken by the Niagara in this engagement previous to the time that Perry boarded her has given rise to a long discussion. Until Perry trod her decks she had held aloof from the English fleet, and was not in a position to render that hearty and valuable assistance to the Lawrence that could reasonably have been expected from the second in command. The motives that actuated the commander of the Niagara cannot be discussed at this time. Shortly before Thermopylæ, two Greeks were on leave at Alpeni suffering from a severe complaint of the eyes. Eurytus, foreseeing that a decisive action was about to occur, called for his armor and directed his attendant Helot to lead him into the Pass. Joining Leonidas, he became one of the immortal three hundred. He laid his enemy close alongside, and was not out of his place. His memory was venerated by his countrymen, and his devotion commanded their admiration. Aristodemus, however, ignoring the example of his comrade, returned home without taking part in the conflict. He was subjected to the scorn and contempt of his fellow citizens. Unable to endure his disgrace, at the end of a year he was killed at the battle of Plataea while striving to retrieve his position. The marked difference between the influence of the Niagara in the action, before and after Perry took command, illustrates his surpassing personal influence upon the conflict. It emphasizes his words as he left the Lawrence, "If a victory is to be gained, I'll gain it."

After the conflict, the two fleets anchored in Put-In-Bay.

The control of the lake definitely passed to the Americans. They at once assumed the offensive. A portion of Harrison's army immediately marched on Detroit. The balance were transported by water to the neighborhood of Malden. General Proctor was obliged to abandon Malden and retreat. Tecumseh, unable to comprehend the situation, in forcible language expressed his dissatisfaction with the action of the English commander. The retreat was hurried forward with the utmost precipitation. Harrison re-captured Detroit, and the whole territory of Michigan. The pursuit of Proctor and the Indians was pushed with all possible celerity.

Leaving his squadron in command of his subordinates, Perry volunteered as an aid to General Harrison. He rendered valuable assistance to the commanding general, and took a prominent part in the battle of the Thames. "While passing from the right of the front line to the left wing, Perry's horse," according to McKenzie, "plunged into a deep slough near the swamp, and sank nearly to the breast. In an instant Perry vaulted over the horse's head to the dry ground. The horse extricated himself, and snorting as he trod the solid ground again, bounded forward at the speed he had held before the accident. Perry clutched the animal's mane, as he released himself from the marsh, and vaulted into the saddle without in the slightest degree checking the speed of the beast or touching bridle or stirrup until he was fairly seated. The circumstance was witnessed by the Kentuckians, who were approaching the enemy at a charging pace, and who cheered the brave sailor as he passed them."

Few victories have had more important results. The defeat of Proctor at the battle of the Thames followed, as well as the death of Tecumseh, that in a measure retrieved the disaster at the River Raisin. The Indian alliance at once collapsed. The frontier was no longer subject to the savage atrocities that had disgraced the war. Canada, north of Lake Erie, was conquered. The Northwest Territory was secured to the United States. This region now occupied by Ohio, Indiana, Illinois, Michigan, Wisconsin and Minnesota, and including those portions of New York and Pennsylvania bordering on lake Erie, now supports a population of about seventeen millions of people. One-quarter, therefore, of the present population of the United States have found homes in that territory secured by Perry and his companions. It has developed such cities as Cleveland, Detroit, Toledo, Chicago, Minneapolis and St. Paul. It teems with agricultural and mining enterprises, with manufactures and with commerce. The lakes upon which it borders furnish means of transportation second only to the ocean. Great ships ply between busy cities that line the borders of these inland seas. An interior commerce has developed far beyond the wildest anticipations of eighty years ago. In either of those great steamships, the product of Cleveland industry, the North Land and the North West, the combined fleets that fought the battle of Lake Erie, could be stowed away and still have room for a thousand tons more. The gross tonnage of each of these steamships is 4244 tons. The combined tonnage of the American and English fleets at the battle of Lake Erie, was 3131 tons.

This celebration of "Perry's Victory" uses a term that

denotes the unusual influence a single individual exerted upon the conflict. Preeminently was the victory upon Lake Erie due to the personal efforts of Commodore Perry. To fight the flagship to a wreck, to be able in such scenes, and in circumstances so unusual, to transfer his flag to another portion of the fleet, to use his remaining resources so effectively as to turn probable defeat into one of the most remarkable victories of his age, established his reputation as a naval commander. The inestimable services of Admiral Suffren on the coast of India exerted a commanding influence upon naval affairs in those waters, and secured the commendation of France. Even his English opponents after the war united in recognizing his combinations. The services of Nelson at the Nile, at Trafalgar, and particularly at Cape St. Vincent, have been remembered by a grateful country, and his position as a naval hero recognized by the civilized world. Farragut, in taking the lead of his somewhat disordered line at Mobile, and by his passage of Forts St. Philip and Jackson, has placed his name among the great Admirals of the world. Naval history does not furnish, however, another instance to equal the overwhelming influence of Perry's services on Lake Erie. The fateful passage from the wreck of the *Lawrence* to the uninjured *Niagara* appeals as forcefully to the student of naval history as to the popular comprehension of Perry's part in the battle. That gallant act calls to mind another deed, inspired by similar motives but of an entirely different character, where an illustrious son of Ohio gained undying renown :



"The first that the General saw were the groups  
 Of stragglers, and then the retreating troops ;  
 What was done? What to do? A glance told him both.  
 Then striking his spurs with a terrible oath,  
 He dashed down the line, 'mid a storm of huzzas,  
 And the wave of retreat checked its course there, because  
 The sight of the master compelled it to pause.  
 With foam and with dust the black charger was gray ;  
 By the flash of his eye, and the red nostril's play,  
 He seemed to the whole great army to say :  
 'I have brought you Sheridan all the way  
 From Winchester down to save the day.'"

The determination to succeed, the readiness to grasp a sudden and unexpected situation, the ability to apply the necessary remedy, and the unusual personal magnetism, were the same in Sheridan as in Perry.

It would be indeed a narrow view to assume that Perry's unaided efforts obtained the victory at Lake Erie. Generally he was seconded in the most gallant and effective manner by his officers and men. No commander ever received more devoted support than was rendered by the crew of the *Lawrence*. Yarnall, Brooks, Forest,—could men be braver or more faithful to their duty? Rhode Island cannot forget her heroes. She remembers with pardonable pride the part taken in the battle by her sons. Forty-seven of the fifty-four guns in the American squadron were commanded by Rhode Islanders. Perry, Turner, Champlin, Brownell and Almy commanding vessels, Parsons, Breese, Dunham, Taylor and young Alexander Perry bravely performing their several duties, not forgetting the hardy sailors that came with them from the coast, indicate

the important part that the men from Narragansett Bay bore in the conflict. The momentous results of this victory, so largely due to the efforts of her sons, constitute Rhode Island's gift to the West and to the Northwest in the war of 1812, and equal the support she rendered the South during the Revolution through the services of General Nathanael Greene.

At the opening of the Erie Canal, the cannon of Perry's fleet, and those that they had captured, were located along the line of the water-way at intervals of about ten miles. As the first boats entered the canal at Buffalo, the first of these cannon was fired. As the sound reached the second, it conveyed it to the third. Gun responded to gun, until in an hour and twenty minutes the fact of the opening of the canal at Buffalo was announced to the citizens of New York. The cannon that had gained for America the control of the lakes, and those they had conquered, celebrated the completion of an adjunct to these inland seas that connected them directly with the ocean by a route entirely within the limits of the United States.

The monument that stands in yonder Park, and the circumstances of to-day, exhibit the gratitude of Ohio for the services of Rhode Island's son. The inestimable gifts of a similar nature that this great state has made to the nation,—Grant, Sherman, Sheridan,—indicate that Ohio can sympathize with Rhode Island in the veneration entertained for the character and the services of Perry.

No city can be great without inspiring the patriotism of its citizens. Civic pride, as history often tells, has been the motive underlying many noble deeds. The present

centennial has furnished the occasion for the exercise of similar qualities. The gift of Rockefeller Park proves that the welfare of Cleveland, and pride in her prosperity and success, are dear to her citizens. The \$600,000 required to secure the land for the new park represent a vast amount of stored-up human energy. This sum equals the labor of one thousand men for one year. That such a gift is possible from a single individual exhibits the wonderful results to be derived from intelligent effort in the great republic.

The monuments that ornament the Forest City evidence the generosity of her citizens. In their mute magnificence they deny that republics are ungrateful. Cleveland, Perry, Garfield, and, by that noble tribute in the Public Square, the heroes of the Civil War, have all been fittingly remembered.

The progress that has been made during the past hundred years is but the basis for still greater advances in the years to come. Distance, as it was understood at the foundation of the Forest City, has practically been annihilated by the steamship, the telegraph, the railroad and the telephone. The development of manufactures secures to the most humble facilities unknown one hundred years ago. The skill, enterprise and energy that have developed the United States will shortly push the surplus products from its fields of agriculture, from its mines of iron, coal and precious minerals, and from its ever increasing products of manufacturing, into the markets of the world. To protect the efforts of those engaged in such enterprises, to secure their peaceful consideration in distant parts of the earth, it

is necessary to follow them by means that will secure respect for the flag. No state has received greater benefit from the sea power than Ohio, although situated several hundred miles from the ocean. Her people should not rest until there floats upon the deep, fashioned by American designers and constructed of American material by American workmen, a mighty battleship bearing the name and reputation of Ohio,—a ship that shall keep the sea in any storm and proudly bear aloft the flag that floated over the Constitution when, to the thunder of her guns, the red emblem of England was lowered on the *Guerrière*; a ship that possibly some brave and patriotic son of this Commonwealth may, in the just cause of the great Republic, guide to a victory as marked for his personal influence as that of Perry or of Sheridan.

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